| = | QUADRO 1 - ANEXO III - I <i>tem 3.5 -</i> HORÁRIO DAS PARTIDAS PTrans EMPRESA XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|------------------|----------|---------------|----|-----|----------|------|----------|-----|--|----------|-------|-----|----------|----|----|----------|----------|------------------|----------|----|----------|-------------|--|----|---|----------|----------|
| ₩ SPT | rans | | | | | EM | PRE | SA > | (XXX | XXX | XXX | XXX | (XX) | (XXX | XXX | XXX | | | | | Data: XX/XX/XXXX | | | | | | | | | |
| Linha-Tipo | Denon | ninaçã | io | | | | | | | | | Empr | esa/G | arage | m | | | | | | Tipo (| de dia | | | Responsável | | | | | |
| XXXX/XX | XXXX | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | | | | | | | | | | xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx | | | | | | | | | | | | | | | | | | |
| Informações Complementares - Ida FX | | | | | | | | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | 1 | 2 |
| 1 - Total de Passageiros: 0 1 | | | | | | | | <u>X</u> | Х | X | Х | <u>X</u> | Х | Х | Х | <u>X</u> | Х | Х | <u>X</u> | X | Х | <u>X</u> | Х | Х | <u>X</u> | Х | | | | |
| 2 - Fator de Renovação: 2 | | | | | | | | | Х | <u>X</u> | X | Х | <u>X</u> | Х | Х | <u>X</u> | Х | Х | <u>X</u> | Х | <u>X</u> | Х | Х | <u>X</u> | Х | Х | | | | |
| PM PP | | EP | | PT | | 3 | | | | Х | Χ | <u>X</u> | | | | | Х | | | <u>X</u> | | | | | | <u> </u> | | | | |
| 1 | Dagama | PN | | J. | $\overline{}$ | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 - Tempo Reservado (minutos): 4 - Quantidade de 1/2 Viagens: | | | | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 - Frota ut | | | | | U | 7 | | | | | | | | | | | | | | | | | | | | | | | | _ |
| | РМ | EP | PT | PP | PN | 8 | | | | | | | | | | | | | | | | | | | | | | | | _ |
| Biarticulado | | | | | | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| Articulado | | | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| Padron 15m | | | | <u> </u> | | 11 | | | | | | | | | | | | | | | | | | | <u> </u> | <u> </u> | | | | |
| Padron | | | | <u> </u> | | 12 | | | | | | | | | | | | | | | | | | | <u> </u> | <u> </u> | | | | |
| Trólebus Básico MT | | | | | - | 13 | | | | | | | | | | | | | | | | | | | | - | | | | |
| Básico IVI I | | | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | _ |
| Midiônibus | | | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | |
| Miniônibus | | | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | |
| FROTA | 0 | 0 | 0 | 0 | 0 | 18 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| TOTAL FAIXA (IDA) PASSAGEIROS (IDA) | | | | | | | | _ | | | | | | | | | | | | | | _ | | _ | | | | | | |
| | 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Т | ЕМРО | | | | IDA) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Informa | ções C | omple | ementa | res -\ | /olta | FX | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | 1 | 2 |
| 1 - Total de | | | | | 0 | 1 | | | Х | X | Х | Х | <u>X</u> | Х | Х | Х | Х | Х | <u>X</u> | Χ | Х | Χ | Х | <u>X</u> | Х | <u>X</u> | Х | | | |
| 2 - Fator de | Renov | | | | | 2 | | | Х | X | X | Х | Х | Х | | <u>X</u> | Х | Х | Х | Χ | X | <u>X</u> | Х | Х | Х | Х | Х | | | |
| PM | | EP | | PT | | 3 | | | | Х | X | | | Х | | Х | | | Х | | | | X | | | | | | | |
| PP | | PN | |] | | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 - Tempo | | • | |): | | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 - Quantid | | | | _ | 0 | 6 | | | | | | | | | | | | | | | | | | | | <u> </u> | | | | |
| Frota Aces | • | | | | | 7 | | | | | | | | | | | | | | | | | | | | | | | | |
| | PM | EP | PT | PP | PN | 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| Biarticulado | | | | - | - | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| Articulado Padron 15m | | | | | + | 10 | | | | | | | | | | | | | | | | | | | | 1 | | | | \dashv |
| Padron 15m Padron | | | | - | + - | 12 | | | | | | | | | | | | | | | | | | - | | | | | | - |
| Trólebus | | | | 1 | + + | 13 | | | | | | | | | | | | | | | | | | | | 1 | | | \vdash | \dashv |
| Básico MT | | | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | - |
| Básico IVI I | | | | 1 | + + | 15 | | | | | | | | | | | | | | | | | | | | 1 | | | \vdash | \dashv |
| Midiônibus | | | | | 1 | 16 | | | | | | | | | | | | | | | | | | | | | | | | - |
| Miniônibus | | | | | | 17 | | | | | | | | | | | | | | | | | | | | 1 | | | | \dashv |
| FROTA | 0 | 0 | 0 | 0 | 0 | 18 | | | | | | | | | | | | | | | | | | | \vdash | | | | | - |
| | TOT | _ | | _ | _ | | | | | _ | | _ | _ | | _ | | | _ | _ | | | | | _ | | | | | | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | ROS (\ ÃO (VO | | • | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TE | 1 | 1 | l | | 1 | 1 | 1 | 1 | l | l | 1 | l | | 1 | l | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | |

Tipo de Viagem através das cores (cód. Colorindex): Paradoura - **Preta Negrito (cód. 1)**, Reservada - **Vermelha (cód. 3)**, Expressa - Azul (cód. 5) e Semi - Expressa - Rosa (cód. 7)

| | = 0= | | | | | | | | QUA | DRO |) 2 · | - AN | EXC |) III | - Ite | m 3. | .5 - | HOF | RÁR | IO E | AS | PAI | RTIE | DAS | | | | | | | |
|-------|---------------------------------|------------|--------|--|-------|----|----------|----------|---|----------|--------------|---------------|-----|----------|----------|------|---------------------|----------|----------|------|----------------|----------|-------------------------------|----------|----------|---|----------|---|-----------------|----------|----------|
| | SPTrans | | | EMPRESA XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | Data: | | XXI | XX / XX | XXX | | | | | | | | | |
| | Linha-Tipo XXXX / XX | xxxxxxxxxx | | | | | | | Empresa/Garagem XXXXXXXXXXXXXXXXX / GX | | | | | | | | Tipo de dia XXXX | | | | | | Responsável XXXXXXXXXXXXXX | | | | | | | | |
| | Inforr | FX | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | 1 | 2 | | | | | |
| | 1 - Total de | 1 2 | | <u>X</u> | X | X | X | <u>X</u> | X | X | X | <u>X</u> | X | X | <u>X</u> | X | X | <u>X</u> | X | X | <u>X</u> | X | | | | | | | | | |
| | | 3 | | X | Χ | X | Χ | X | X | Χ | Χ | X | Χ | Χ | X | Χ | X | Χ | Χ | X | Χ | Х | | | | | | | | | |
| | 2 - Fator de | Renov | ação: | | | | 4 | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | $\vdash \vdash$ | | \vdash |
| | РМ | | EP | | рт [| | 5 6 | | X | X | X | X | X | X | X | X | X | X | <u>X</u> | X | X | X | X | X | X | X | X | | \vdash | \dashv | \vdash |
| | PP | | PN | | · · · | | 7 | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | i | | |
| | | | | | | | 8 | | X | <u>X</u> | X | Х | X | <u>X</u> | X | X | X | Х | X | X | X | X | X | <u>X</u> | X | X | Х | | | | |
| | 3 - Tempo Reservado (minutos): | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | <u>X</u> | X | X | <u>X</u> | X | X | | \vdash | | _ |
| | 4 - Quantida | ade de | 1/2 Vi | agens: | ı | 0 | 10 | | X | X | X | <u>X</u> X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | - | \dashv | |
| | 0 | | | | | | | | X | X | X | X | Χ | X | X | X | X | X | Χ | X | X | X | X | X | X | X | X | | | | |
| 4 | | | | | | | 13 | | Χ | Χ | Χ | Χ | Χ | Χ | <u>X</u> | X | Х | Х | Χ | X | Χ | Χ | Χ | Х | Χ | X | <u>X</u> | | | | |
| F | Frota Acessivel por Tecnologia: | | | | | | | | X | Х | <u>X</u> | Х | Х | X | X | Х | X | X | X | X | X | X | X | X | X | Х | X | | igwdown | | Ш |
| VOLTA | PM EP PT PP PN | | | | | PN | 15 16 | | Х | X | X | X | X | X | X | X | X | X | X | X | X | <u>X</u> | X | <u>X</u> | X | X | Х | | ┌─┤ | | \vdash |
| | Biarticulado Articulado | | | | | | 17 | - | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 1 | | $\overline{}$ | - | |
| | Padron 15m | | | | | | 18 | | | X | X | Х | X | X | X | X | X | X | X | X | Х | X | X | Х | X | X | | | | | |
| | Padron | | | | | | 19 | | | Χ | X | Χ | Χ | Χ | <u>X</u> | Χ | X | <u>X</u> | Χ | Χ | Χ | Χ | Χ | Χ | Χ | Χ | | | | | |
| | Trólebus | | | | | | 20 | | | Х | X | Х | Х | Х | Х | X | X | Х | X | X | X | X | X | X | X | Х | | | igwdown | | Ш |
| | Básico MT | | | | | | 21 | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | \vdash |
| | Básico Midiônibus | | | | - | | 22 | - | | X | X | X | X | X | X | X | X | X | X | X | X | <u>X</u> | X | X | X | Х | | | ┌┼ | \dashv | \vdash |
| | Miniônibus | | | | | | 24 | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | \Box | | \Box |
| | FROTA | 0 | 0 | 0 | 0 | 0 | 25 | | | Х | Χ | | | | _ | | | | | | Χ | Χ | Х | Χ | Х | | | | i | \neg | |
| | | | | | | | 26 | | | Х | Х | | | | | | | | | | Х | Χ | Χ | Х | Χ | | | | | | |
| | | | | | | | 27 | | | Χ | X | | | | | | | | | | X | X | X | X | | | | | | | |
| | Notas: | | | | | | 28 | | | | X | | | | | | | | | | X | <u>X</u> | X | X | | | | | ┈┤ | | \vdash |
| | | | | | | | 30 | | | | X | | | | | | | | | | X | X | ^ | ^ | | | | | \vdash | - | |
| | | | | | | | 31 | | | | Х | | | | | | | | | | X | Х | | | | | | | | \dashv | |
| | | | | | | | 32 | | | | Х | | | | | | | | | | Х | | | | | | | | | \neg | |
| | | | | | | | 33 | | | | X | | | | | | | | | | X | | | | | | | | | | |
| • | TOTAL FAIXA | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | PAS | SAGI | EIROS | (IDA) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 0 | CUPA | ÇÃO (I | DA) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Т | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Tipo de Viagem através das cores (cód. Colorindex): Paradoura - **Preta Negrito (cód. 1)**, Reservada - **Vermelha (cód. 3)**, Expressa - Azul (cód. 5) e Semi - Expressa - Rosa (cód. 7)